



January 29, 2016

Notice of Decision

TO: Bryan Croeni
B+H Architects
225 Terry Ave. N, Ste. 101
Seattle, WA 98109

PROPERTY OWNER: Feixue Han
P. O. Box 581,
Medina, WA 98039

PROJECT: 505 Rainier North Office Building

APPLICATION: Administrative Adjustment of Standards, AAS15-00010

DATE OF DECISION: February 8, 2016

REQUEST: The applicant requests flexibility to apply the Central Issaquah parking standards to the site, instead of the IMC 18, Land Use Code. This request is to provide off-street parking below the required ratio of 1 parking space/300 s.f. of Office use as required in IMC18.09.060.D. The Central Issaquah Development and Design Standards (CIDDS) require a min. of 1 space/500 s.f. of building area. Required parking under the IMC for a building with 9200 s.f. gross area, as defined in IMC18.09.040.B.1, is 23 spaces with parking reduction in CBD. CIDDS required parking for the same building area, is 18. The Applicant proposes to provide one electric vehicle charging station, which allows parking to be reduced by one space. This application is associated with a proposed office building, PRE15-00005.

LOCATION: The subject property is located at 505 Rainier Blvd. North,
See Attachment B, Vicinity Map.

SUBAREA: Olde Town

COMPREHENSIVE

PLAN DESIGNATION: The site is designated Retail and Office by the Issaquah Comprehensive Plan, adopted in 2005 and as amended in 2014.

PARCEL NUMBER: 2824069031

SITE AREA: 10,320 sq. ft. (gross site area); 9,200 s.f. (basis for parking computation)

ZONING: CBD, Cultural and Business District

DECISION MADE: The Development Services Department approves the application for Administrative Adjustment of Standards, Application No. AAS15-00005. Approval of the application is based on the application submittal made on December 18, 2015.

FINDINGS OF FACT AND CONCLUSIONS:

1. 18.09.060 General Purpose: The purpose of permitting the Administrative Adjustment of Parking Standards or requirements is to provide for flexibility in reducing or modifying parking standards in all zoning districts, without permitting an adjustment that would negatively impact the surrounding neighborhood. An adjustment to a parking standard or requirement may be approved based on a determination by the Planning Director/Manager that the adjustment is consistent with the purpose of this Code, and the intent and purposes of the parking standards and/or requirements. This provision requires a Level 2 Review (Chapter 18.04 IMC) regardless of street frontage or parcel size, with public notification to adjacent property owners.
2. 18.09.060 (B), Process: The Director/Manager has the authority to make the final decision regarding Administrative Adjustment of Standards for all levels of review. The Director/Manager shall consider the application information regarding the approval criteria which has been provided by the applicant and any public comment (see Attachment C for Public Comments) which has been received within the comment period. The Planning Director/Manager may request input from the Chair of the Development Commission during the comment period; however, this is not required. The Director/Manager's decision on the Administrative Adjustment of Standards is final unless appealed. The Director/Manager's decision on Administrative Adjustment of Standards is appealable as established for Level 2 Review (Chapter 18.04 IMC).
3. IMC 18.09.010 (A), Purpose and (B), Intent of Parking Standards: "The purpose of parking standards is to assure adequate off-street parking, reduce on-street parking, increase traffic safety, maintain smooth traffic flow, and reduce the visual impact of parking lots. These standards are also designed to achieve safe and efficient vehicular and nonmotorized circulation and economy of space."

"The intent of the parking standards is to promote effective use of transportation facilities with the goal of moving people from place to place. Emphasis shall be given to alternate methods of moving people which will: deter traffic congestion; promote environmental quality through less use of fossil fuels and potentially less impervious surface needed for parking areas; and provide

convenience and reliability to commuters, residents, pedestrians, employees, tourists, shoppers, students, bicyclists, special populations and service providers. Commuter mobility is enhanced by: providing ride sharing through preferred parking arrangements; providing incentives to include parking and storage of bicycles in development and redevelopment plans; and requiring safe, direct nonmotorized access from public rights-of-way to structures/developments."

Staff Analysis:

To determine consistency of the proposed AAS to apply the Central Issaquah Required Parking Standards (Table 8.10-1, Table of Vehicular Parking Spaces of the Central Issaquah Development and Design Standards) to this property, located at 505 Rainier Blvd. North in the Olde Town Subarea of the Cultural and Business District (outside of and immediately south of the Central Issaquah limits), staff analysis involved a comparison of the purpose and intent of parking standards in the CIDDS with the IMC.

The purpose statement in the IMC has 3 parking related "purposes" that are applicable to this staff evaluation for the parking AAS:

- A. assure adequate off-street parking,
- B. reduce on-street parking,
- C. reduce the visual impact of parking lots

The CIDDS purpose and intent statement is combined in Section 8.1:

"The intent of this Chapter is to establish standards for the design, configuration and performance of parking facilities based on urban densities and needs. Parking encompasses all public and private facilities necessary for the storage of motorized and non-motorized transportation and encourages the use of parking garages rather than surface parking, and supports a pedestrian-friendly environment and attractive urban design. The purpose of requiring parking as a condition of development is to provide an adequate amount of parking for a site, recognizing that a balance must be reached between: *Insufficient Parking*, leading to overflow parking in adjacent streets and neighborhoods, abutting streets as well as unauthorized parking in nearby private lots or bicycles chained to streetlights and benches; and, *Excessive Parking*, wasting space and resources that could be better utilized for people, landscape, etc. These Development standards support the Design standards found in Chapter 15 Parking, and are intended to:

- A. Ensure adequate, safe, and reasonable storage of and access to parking/facilities
- B. Allow for flexibility in the design and location of parking/facilities;
- C. Efficiently and effectively use the site and the parking provided therein;
- D. Encourage the use of on-street parking and allow it to meet as much of the required parking as possible;
- E. Encourage the use of other urban, more pedestrian-friendly forms of parking (such as on-street parallel parking, structured parking, etc.), rather than on-site surface parking lots, to meet as much of the required parking as possible;
- F. Provide facilities appropriate for the anticipated use with a minimum of paving; and,
- G. Allow flexibility to adapt to changing market needs and different modes of transportation and implement changing community priorities."

<u>Land Use Code (IMC18.09.010 (A) and (B)</u>	<u>CIDDS Parking Section 8.1</u>
A. Assure adequate off-street parking	...ensure adequate, safe, and reasonable storage of and access to parking/facilities

B. Reduce on-street parking	...encourage the use of on-street parking and allow it to meet as much of the required parking as possible
C. Reduce the visual impact of parking lots	...encourages the use of parking garages rather than surface parking, and supports a pedestrian-friendly environment and attractive urban design
D. Promote effective use of transportation facilities	Balance to ensure parking is not insufficient or excessive
E. Emphasis on alternate methods of moving people which will: deter traffic congestion; promote environmental quality through less use of fossil fuels and potentially less impervious surface needed for parking areas	...encourage the use of other urban, more pedestrian-friendly forms of parking

Applying the CIDDS parking standards instead of the IMC is reasonable because the purposes and intents for parking standards in both codes are consistent with the possible exception of "B", regarding on-street parking. The IMC's and the CIDDS' intents for on-street parking contradict; however, staff has reasons to believe that the IMC's intent to "reduce on-street parking" no longer reflects the City's intent for the Olde Town. The IMC parking standards were adopted 20 years ago, and the basis of the standards was the 1995 Comprehensive Plan. The Comprehensive Plan has been updated every 5 years since then, but the IMC has not been updated to reflect the policy changes. The new policies are meant to transform the City into a livable, sustainable, mixed-use and more urban community. Most recently, the findings of the Olde Town Task Force, which submitted its report to the City Council on January 19, 2016, noted that parking requirements in Olde Town "often require more land devoted to parking than in the Central Issaquah Plan (CIP) area...With property parcels in the CBD much smaller than in most of Central Issaquah, the task force found the parking requirements to be a barrier to generating private investment and put the neighborhood at a significant disadvantage compared to other parts of town." (p. 8, "Old Town Vitality Task Force Report 2015", AB 6963). The task force report included a list of recommendations, including two for parking:

- *Reduce parking requirements for on-site mitigation by adopting the Central Issaquah Plan parking standards for development, while maintaining the exception for changes of use*
- *Develop more parking downtown in a consolidated location to compensate for fewer spaces required on site. This could include installing back-in and angled parking along Bush Street, proximate to Front Street, utilizing empty lots, and/or building a parking garage*

While the Olde Town task force report is not official policy, and the recommendations have not been accepted by the City Council for adoption, the report provides additional insights to the condition of parking supply in Olde Town, and reinforces the notion that applying the Central Issaquah parking standards to this property in the CBD is consistent with the direction of long term planning trend in the Olde Town.

4. 18.09.060 (D): Approval Criteria: The purpose of an Administrative Adjustment for required parking spaces is to provide flexibility to those uses which may be extraordinary, unique or to provide flexibility to a combination of uses which makes the parking spaces appear inappropriate.

Approval criteria for the Administrative Adjustment, in addition to the criteria for the Level 2 Review, are as follows:

- (1) Documentation: The applicant shall document that the individual project will require the amount of parking which is different from that required under the required parking standards. Documentation may include the parking requirements and performance of similar uses in other areas, or other related information;

Staff response: The Applicant provided a comparable analysis of existing office parking requirements in similar jurisdictions in Western Washington. Staff analysis only considered 3 out of 4 cities: Auburn, Downtown Covington and Downtown Edmonds, after consideration of the population sizes and scale of downtown development in these jurisdictions. If the parking standards for these 3 communities are applied to the 505 Rainier Blvd. property, it will yield approximately 19 spaces.

Conclusion: Based on the documentation of comparable jurisdictions, the application of the Central Issaquah Parking Standards Required Off-street Parking for office uses in Issaquah's CBD is consistent with parking requirements in other mid-sized downtown districts in Western Washington. Therefore, applying the Central Issaquah Parking standards to the property at 505 Rainier Blvd. North, which is in the Cultural and Business District of Issaquah, is acceptable. However, application of the comparable standards to the subject property yielded a requirement of 19 parking spaces, while Central Issaquah standards would have allowed 17 spaces with one electric car charging station or 18 spaces. When both the Central Issaquah parking standards and the comparable jurisdictions' standards are taken into consideration, the minimum required parking for a building area of 9750 gross square feet is 19 spaces.

See Condition at the end of this Notice of Decision

- (2) Function and Use of Site: The applicant shall demonstrate that modifying the amount of required parking spaces will not negatively impact the use or function of the site and/or adjacent sites;

Staff Analysis: The proposed reduction in the amount of parking is consistent with the intended land use for the site, since it provides off-street parking for the proposed office development. The type of tenants or future owners of the property will have to consider their own parking needs and whether the off-street parking provided is adequate for their needs. This is not regulated by the Land Use Code or the Central Issaquah Parking Standards. The amount of parking that can be accommodated on-site through this AAS will not have any negative impacts on the use or function of adjacent properties since the maximum number of parking spaces that can be physically accommodated on site is the same, regardless of which parking ratio is applied, the IMC or the CIDDS.

Conclusion: The proposed reduction in the amount of parking will not negatively impact the use or function of the site, or of adjacent properties.

- (3) Intent: The applicant shall demonstrate that the adjustment of the standards will be equal to, or superior in, fulfilling the intent and purpose of the original requirements;

Staff Analysis:

The intent of the off-street parking standards is to provide adequate parking for individual uses within the City. These standards are based on the assumption that intensity of use governs the need for parking (IMC18.09.040).

The Land Use Code employed a suburban form of development as a basis for the parking standards. The requirement for a higher number of parking spaces for land uses is predicated on the single-use vehicle as the primary mode of transportation. The City of Issaquah has since adopted Comprehensive Plan policies that embrace a walkable, mixed use, sustainable development form, with emphasis on multi-modal transportation alternatives, including

incentives to reduce reliance on single-occupancy vehicle use. These are reflected in the Central Issaquah Development Standards parking ratio, which requires less parking for office uses than in the Land Use Code and has parking standards more appropriate for an urbanizing environment similar to the CBD, where this property is located.

As discussed in the "Purpose and Intent" analysis above, the proposed reduction in the required parking spaces supports the trend in urbanizing Issaquah's central core and CBD. Reducing parking spaces provide a disincentive for single-occupancy vehicle trips, and encourages walking, biking and use of transit services for local trips. Provision of electric car charging stations also implements sustainable practices. This meets the intent to reduce fossil fuel consumption and encourage alternate forms of transportation. The reduction in parking also increases the efficiency of on-street parking utilization, since on-street parking surveys, both conducted by the City in 2012 (see F.1 below for details) and the current one conducted by the Applicant in 2015 (see Attachment A, Applicant's Project Narrative), shows that the utilization rate for on-street parking during the day is relatively low.

Conclusion: The Central Issaquah Parking Standards, with its more urban parking standards, is superior to the Land Use Code parking standards, when applied to this property, because of this property's location in the CBD.

- (4) Numbers of Employees/Customers: The applicant shall establish
- An on-site transportation management program for uses with fifteen (15) or more employees;
 - Valet parking or shuttle service, where appropriate; and
 - The applicant shall demonstrate that the number of employees/customers is lower or higher than the established "industry standard" based on comparative information of similar uses in other areas; and

Staff Analysis and Conclusion: Staff concurs with the Applicant's response (see Attachment A, Applicant's Project Narrative) deferring the requirement for the transportation management program at the time a tenant has been identified for the office building.

- (5) Tree Retention: The applicant shall demonstrate that the adjustment allows for the retention of existing significant trees. Significant trees retained through this provision shall be considered protected trees and not able to be removed without replacement.

Staff Analysis: There is one significant tree at the Rainier Blvd. frontage of the property. The Applicant is proposing to remove the tree to comply with the Olde Town design standards and implement the urban character vision for the Central Issaquah Plan and the Olde Town Subarea Plan. Both codes encourage building front facades to engage the pedestrian and to create a strong street wall along Rainier Blvd. To preserve the existing tree, the building will have to be set back 20 feet from the property line and will not effectively create a consistent street wall with the existing buildings north and south. In lieu of saving this tree, the Applicant will be required to meet the minimum tree density per IMC 18.12.1370, at 4 significant trees for every 5,000 s.f. lot area.

Conclusion: To implement the vision for development in the Olde Town Subarea of the city, the existing significant tree on the property is not required to be saved. However, the Applicant will provide the minimum tree density required per the IMC 18.12.1370 by planting new trees.

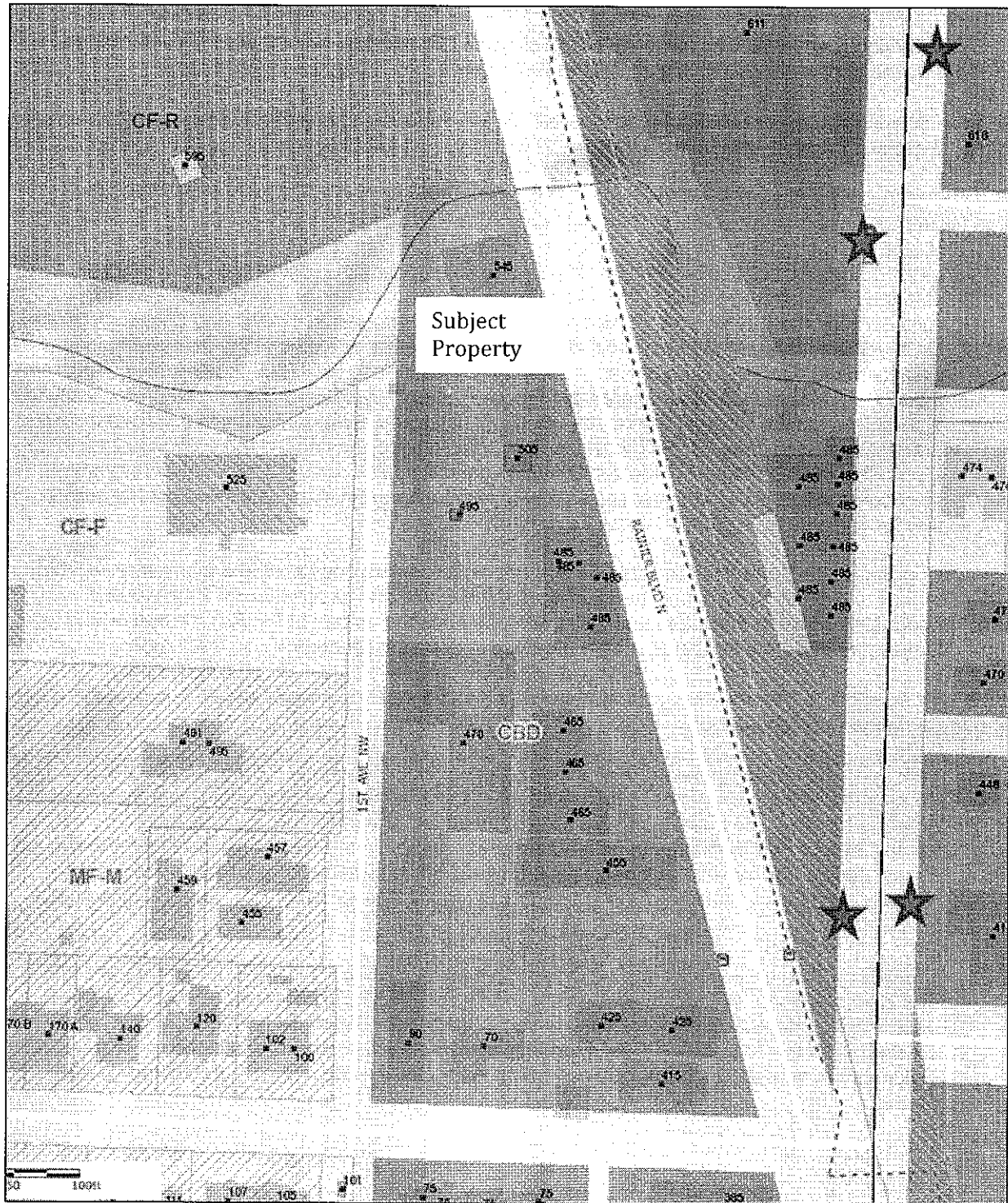


Fig. 1. Public spaces (green) and transit facilities (stars represent bus stops) accessible from the property by walking and biking (Shared Use Route shown as dashed line along the east side of Rainier Blvd.)

- F. Other Parking Standards: The following approval criteria, in addition to the Level 2 Review criteria, are required in order to permit an Administrative Adjustment of other parking standards:

1. Access: The proposal will not create negative impacts to the adjacent properties or rights-of-way, dedicated tracts, or easements;

Staff Analysis: During the Administrative Site Development Permit review of the office building, staff will ensure that the site design, including access to the off-street parking from existing rights-of-way and shared access easements, will not negatively impact adjacent properties or rights-of-way, dedicated tracts, or easements. The proposed reduction in parking may increase the demand for on-street parking in the vicinity of the property. However, the Director took into consideration the City's on-street parking supply as documented in the Parking Utilization Study In Downtown Issaquah (September 2012). The report demonstrated that the on-street parking utilization rate for this section of Rainier Blvd. North is at most, 50% (during weekdays, noon and 3 p.m.) and less than 50% at other times. On weekends, the utilization rate drops dramatically to 15% or less except at 7 p.m., when the Village Theater and restaurant patrons are downtown and the utilization rate goes up to 77%. Since that study, the City has added more on-street parking along Rainier Blvd. as part of the capital improvement project. In addition to the City's analysis, the Applicant has provided a parking survey (see Attachment A, Applicant's Project Narrative) which supplements and updates the City's data.

Conclusion: The proposed reduction in parking requirements does not have a physical negative impact on adjacent properties, rights-of-way, dedicated tracts or easements. Physical and operational impacts of access to the site will be addressed as part of the Administrative Site Development Permit review of a future development on the property.

2. Compatibility: The proposal is compatible with the character, scale and existing uses of the surrounding neighborhood;

Staff Analysis: The proposed reduction in parking, through the application of the Central Issaquah Parking Standards, will allow the development of a greater amount of building area; however, the bulk and height of the building will not exceed 3 stories. The maximum building height permitted for this property will be limited to 35 feet due to its location in the regulated Shoreline of Issaquah Creek, designated as Urban Conservancy. Existing office buildings along Rainier Blvd. are typically two stories. Outside of the Urban Conservancy Shoreline areas of the CBD, the height limit is 45 feet.

Conclusion: The proposed reduction in parking spaces required, which will allow the development of a greater amount of building area, is not incompatible with the character, scale and existing uses of the surrounding neighborhood, because the building height is limited to 35 feet, as prescribed by the Shoreline Master Program regulations applicable to this property, while existing buildings are typically 2 stories, and can go up to 45 feet outside of the Shoreline designated areas.

3. Intent: The adjustment of the standards will be equal to, or superior in, fulfilling the intent and purpose of the original requirements;

See staff analysis and conclusion above

4. Safety: The proposal does not negatively impact any safety features of the project, nor create any hazardous features; and

5. Services: The proposal will not create negative impacts to public services, including fire and emergency services. (Ord. 2546 § 4, 2008; Ord. 2543 § 4, 2008; Ord. 2108 § 9.6, 1996).

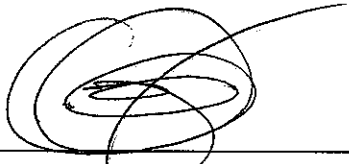
Staff Analysis and Conclusion for #4 and #5: No project is proposed so no safety or hazardous conditions is subject to evaluation with this Administrative Adjustment of Standards. However, when a project is proposed for the site, site access safety, fire protection, and building code requirements will be required.

CONDITION:

In accordance with the comparable analysis of parking standards of similar jurisdictions, the subject property at 505 Rainier Blvd. North shall provide a minimum of 19 parking spaces for a building with 9200 net s.f. of area or reduce the building area in order to accommodate the 17 parking spaces as shown on the site plan submitted with the request for Administrative Adjustment of Standards.

TIME LIMIT OF DECISION:

The final decision approving the Administrative Adjustment of Parking Standards for the 505 Rainier Blvd. North property is valid for three years as specified by IMC 18.04.220.D.1, or as amended by the Land Use Code.



Lucy Sloman, Land Development Manager

February 8, 2016
Date

ATTACHMENT LIST:

- Attachment A: Applicant's Project Narrative
- Attachment B: Vicinity Map
- Attachment C: Public Comments

Distribution:

- Parties of Record
- Keith Niven, Interim DSD Director (email)
- Christopher Wright, Permit Oversight Manager (email)
- Amy Tarce, Senior Planner (email)

ATTACHMENT A, AAS15-00010

LAND USE PERMIT APPLICATION



This Section For Staff Use Only	
Permit Number: _____	Date Received: _____
Staff Contact: _____	

Type of Application: Administrative Adjustment of Standards

PROJECT INFORMATION

Name of Project (if applicable): 505 Rainier Office Building

Project Site Address: 505 Rainier Blvd N, Issaquah, WA 98027

Parcel Number: 282406-9031

OWNER

Name: Ying Fei and Shirong Kang, Shengmao Development LLC

Address: 4206 Newport Way SE, Bellevue, WA 98006

Phone: _____ Email: _____

APPLICANT

Name: Bryan Croeni, B+H Architects

Address: 225 Terry Ave N, Suite 101, Seattle, WA 98109

Phone: 206 582 2875 Email: bryan.croeni@bharchitects.com

CONTACT

Name: Sarah Haase, B+H Architects

Address: 225 Terry Ave N, Suite 101, Seattle, WA 98109

Phone: 206 708 6311 Email: sarah.haase@bharchitects.com

PROPOSED PROJECT DESCRIPTION

Please provide a brief description of the project. (Use an additional sheet of paper, if necessary.)

This application is for an Administrative Adjustment of Standards on the required parking for a CBD-zoned property. The proposed AAS for the Parking Standards requests the adoption of the Central Issaquah Development and Design Standards (CIDDS) for the calculation of the number of required parking stalls. The Issaquah Municipal Code (IMC) standards require that the proposal provides a minimum of 29 on-site parking spaces. Applying the CIDDS would result in a minimum on-site parking provision of 17 spaces, 12 spaces fewer than the IMC requirements. The adoption of this adjustment will enable us to provide more retail and office uses for the area, thereby fulfilling the development and design standards to create a more urban, rather than suburban, density. The adjustment will allow for more office area, which falls within the allowable height limit and the allowable impermeable site area, and it meets or exceeds all of the other site standards.

I certify (or declare) under penalty of perjury under the laws of the State of Washington that all application information, including plans and reports, are true and complete to the best of my knowledge. I understand the lead agency is relying on them to make its decision.

Signature:

A handwritten signature in dark ink, consisting of a series of loops and a long horizontal stroke at the end, written over a horizontal line.

Date:

12/17/15

PROJECT SITE INFORMATION

Legal Description: (Use an additional sheet of paper, if necessary.)

LOT 1 ISSAQUAH LLA# PLN 08-00058 REC# 20080730900001 SD LLA DAF- TRS A & B ISS SP #74-6 REC# 7408260365 BEING POR SE 1/4 OF NE 1/4 OF SE 1/4 LY SWLY OF RAINIER BLVD N LESS POR FOR SCC# 99-208737-2

Zoning Designation: CBD Cultural Business District

Land Use Designation: Commercial

Subarea Designation: Olde Town

Shoreline Designation, if applicable: Conservancy Riparian

Existing Land Use: Vacant

Adjacent Land Uses North: Commercial

South: Commercial

East: Green Path / Retail

West: Commercial Service

Area in square feet: 10,320

Does the site contain any of the following environmentally critical areas? Check all that apply.

☐ Flood Hazard Area

☐ Landslide Hazard Area

☒ Streams

☐ Wetlands

☐ Steep Slope Hazard Area

☐ Coal Mine Hazard Area

PROPOSED DEVELOPMENT STATISTICS

Proposed Land Use: Commercial

Density (multifamily only): N/A

Impervious Surface Ratio: 82.3%

Pervious/Landscaping/Open Space Provided (in square feet): 1825 SF

Maximum Proposed Building or Structure Height: 35 ft

Total Proposed Building Square Footage (Gross Area): 10,295

Proposed Setbacks Front: 0 ft

Rear: 34 ft

Side: 5 ft

Parking Spaces Provided: 17



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t 425 820 0100

NOVA Development Group
1200 112th Ave NE, Suite B150
Bellevue, WA 98004

PROJECT NARRATIVE

505 RAINIER BLVD N OFFICE BUILDING

ADMINISTRATIVE ADJUSTMENT OF STANDARDS: REQUIRED CBD ZONE PARKING

This application is for an Administrative Adjustment of Standards on the required parking for a CBD-zoned property. The proposed AAS for the Parking Standards requests the adoption of the Central Issaquah Development and Design Standards (CIDDS) for the calculation of the number of required parking stalls. The Issaquah Municipal Code (IMC) standards require that the proposal provides a minimum of 29 on-site parking spaces. Applying the CIDDS would result in a minimum on-site parking provision of 17 spaces, 12 spaces fewer than the IMC requirements. The adoption of this adjustment will enable us to provide more retail and office uses for the area, thereby fulfilling the development and design standards to create a more urban, rather than suburban, density. The adjustment will allow for more office area, which falls within the allowable height limit and the allowable impermeable site area, and it meets or exceeds all of the other site standards.

The site is located on the edge of the CBD Zone (Olde Town), approximately 0.15 miles south of the Central Issaquah Plan Area (Central Issaquah). Olde Town Issaquah is expanding further north, and Rainier Boulevard North is transforming into a more pedestrian-friendly and active public greenway along the former railroad corridor. Confluence Park and the Central Issaquah are directly to the north, and the development plan calls for “urban rather than suburban densities”. Ample vehicular, transit, pedestrian, and bicycle facilities exist within a quarter-mile walking radius of the site to house the proposed building’s tenants and customers.

The proposed office building seeks to activate Rainier Blvd N by supplying a transparent retail space at the ground level and two floors of office space above. A screened open parking garage lies behind the retail space, obscured from the pedestrian-friendly Rainier Boulevard North. The project proposes a through-block pedestrian passageway to connect this main street to 1st Ave NW with a view to Issaquah Creek to the Northwest of the property.



1. **Administrative Site Development Permit (ASDP) Submittal Requirements:**

A. *Code standards and amounts. [per Issaquah Municipal Code (IMC) for CBD Zoning District]*

- IMC Table 18.09.050 Off-Street Parking Standards:
Land Use: General Retail/Service
Required Parking: 1 space per 200 sq. ft. GFA
- IMC Table 18.09.050 Off-Street Parking Standards:
Land Use: Office, Professional or Corporate
Required Parking: 1 space per 300 sq. ft. GFA
- IMC 18.09.130 Downtown parking provisions:
A.1. General Reduction: Parking requirements for all uses in the CBD zone may be reduced by fifteen (15) percent.
- IMC 18.09.140 Electric vehicle charging parking provisions:
For every electric vehicle charging station provided, the required number of parking spaces may be reduced by an equivalent number, provided the total reduction does not exceed five (5) percent of the total required parking spaces.

- Proposed Retail GFA: 545 GFA
- Proposed Office GFA: 9750 GFA
- Required Parking Stalls: $2.72 + 32.5 = 35.22$
- CBD reduction: $15\% \text{ reduction} = 35.22 - 5.28 = 29.94$
- EV provision: - 1 stall
- **Total Required Parking Stalls: 29**

B. *Proposed adjustment amounts. [per Central Issaquah Development and Design Standards (CIDDS)]*

- CIDDS Table 8.10-1 Table of Vehicular Parking Spaces:
Land Use: Mixed Use - Less than 3,000 NSF of street level Non-Residential Uses
No parking required
 - CIDDS Table 8.10-1 Table of Vehicular Parking Spaces:
Land Use: Office Uses
Required Parking: 1 space per 500 NSF
 - CIDDS Section 8.13(B)(11) Electric vehicle charging parking provisions:
For every electric vehicle charging station provided, the required number of parking spaces may be reduced by an equivalent number, provided the total reduction does not exceed five (5) percent of the total required parking spaces.
- Proposed Office NSF: 9200 NSF
 - Required Parking Stalls: 18.4
 - EV provision: - 1 stall
 - **Total Required Parking Stalls: 17**



- C. *Explain how the proposed design intends to meet or exceed the City's development and/or design standards, and a quantitative comparison to a code-complying scheme.*

Applicant Response:

The site is located on the edge of the CBD Zone (Olde Town), approximately 0.15 miles south of the Central Issaquah Plan Area (Central Issaquah). Olde Town Issaquah is expanding further north, and Rainier Boulevard North is transforming into a more pedestrian-friendly and active public greenway along the former railroad corridor. Confluence Park and the Central Issaquah are directly to the north, and the development plan calls for "urban rather than suburban densities". Ample vehicular, transit, pedestrian, and bicycle facilities exist within a quarter-mile walking radius of the site to house the proposed building's tenants and customers.

The proposed office building seeks to activate Rainier Blvd N by supplying a transparent retail space at the ground level and two floors of office space above. A screened open parking garage lies behind the retail space, obscured from the pedestrian-friendly Rainier Boulevard North. The project proposes a through-block pedestrian passageway to connect this main street to 1st Ave NW with a view to Issaquah Creek to the Northwest of the property.

As detailed in the preceding calculations, the Issaquah Municipal Code (IMC) standards require that the proposal provides a minimum of 29 on-site parking spaces. Applying the Central Issaquah Development and Design Standards (CIDDS) would result in a minimum on-site parking provision of 17 spaces, 12 spaces fewer than the IMC requirements.

The adoption of this adjustment will enable us to provide more retail and office uses for the area, thereby fulfilling the City's development and design standards to create a more urban, rather than suburban, density. The adjustment will allow for more office area, which falls within the allowable height limit and the allowable impermeable site area and meets or exceeds all of the City's other site standards.

2. Guidance provided by the City of Issaquah 9/9/15:

Provide responses to the following items to help the City determine the overall suitability of using the Central Issaquah Development and Design Standards (CIDDS) in lieu of the CBD parking standards for the office project.

- A. *Intent and Vision: How does the Central Issaquah intent/vision in the parking chapter of the CIDDS implement or surpass the intent/vision for the CBD?*

CBD INTENT: The intent of the [IMC] parking standards is to promote effective use of transportation facilities with the goal of moving people from place to place. Emphasis shall be given to alternate methods of moving people which will: deter traffic congestion; promote environmental quality through less use of fossil fuels and potentially less impervious surface needed for parking areas; and provide convenience and reliability to commuters, residents, pedestrians, employees, tourists, shoppers, students, bicyclists, special populations and service providers. Commuter mobility is enhanced by: providing ride sharing through preferred parking arrangements; providing incentives to include parking and storage of bicycles in development and redevelopment plans; and requiring safe, direct nonmotorized access from public rights-of-way to structures/developments.

CIDDS INTENT: The intent of [the Parking Standards Chapter] is to establish standards for the design and configuration of parking facilities based on urban rather than suburban densities and needs that encourage



the use of parking garages rather than surface parking and support a pedestrian-friendly environment and attractive urban design.

Three key aspects to address:

- a. *Attractive pedestrian-friendly environment – how does your office building, and in particular, the garage, maintain a pedestrian feel consistent with the character of the CBD?*

Applicant Response: The CBD architecture and urban design is characterized by the heritage of the traditional downtown core and historic character of the area. There is an emphasis on a network of sidewalks, passages, and trails that are lively, attractive and comfortable for pedestrians. The proposal activates Rainier Blvd N with a retail base, and connects pedestrians to the East Fork of Issaquah Creek with a through-block pedestrian walkway. The architecture fulfills the Olde Town Design Standards by maintaining the existing small town building scale, reflecting landscape and architectural elements consistent with surrounding structures, and utilizing appropriate building materials such as masonry, concrete, and wood. The garage is located behind the retail and lobby away from the prominent street edge, yet continues the architectural language expressed on the East façade, with vertically expressed columns, a concrete base, and articulated planes. A trellis with climbing vines and a planting bed screens the open parking from the through-block pedestrian walkway at the North edge of the property.

- b. *Based on urban densities – how much parking does a typical office building in an urban setting provide compared to what you are providing (please use other small urbanizing communities for comparison)?*

Applicant Response: Office building parking requirements similar to the CIDDS standards are used in at least four urbanizing communities in Western Washington – Auburn, Covington, Edmonds, and Renton. All of these communities provide comparable rates within their downtown cores, and three of them also have citywide rates that are comparable to CIDDS standards (Auburn, Edmonds, and Renton). Refer to Attachment B for municipal code details and a table that summarizes the comparable requirements.

- c. *Encourage use of parking garages.*

Applicant Response: The project proposes a parking garage at grade level which will house 11 of the 17 parking stalls. The garage will visually obscure the project's on-site parking supply from the pedestrian-friendly Rainier Boulevard North corridor.

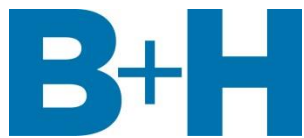
- B. *Meet the requirements of the Issaquah Land Use Code Administrative Adjustment of Parking Standards, IMC18.09.060. subsections D and F.*

Applicant Response: Please see below for how the project meets the requirements of IMC 18.09.060 subsections D and F.

- C. *Demonstrate that the project site is:*

- a. *Within a quarter mile of a transit facility;*
b. *Accessible by multiple modes of transportation, including bike, transit and pedestrian (I believe there is an existing shared use route on Rainier Blvd.)*

Applicant Response: Please refer to attached Map C for transit, bike, and pedestrian facilities surrounding the project site. Continuous pedestrian facilities are currently provided on both sides of the street for the full length of Rainier Boulevard North between Northwest Juniper Street and Northwest Dogwood Street. A shared use path (the Rainier Trail) is located on the west side of the street, adjacent to the former rail line.



This trail runs north-south through Olde Town and Central Issaquah, connecting users to the East Lake Sammamish Trail and the Issaquah Creek Trail to the north and Issaquah High School to the south.

Bus service is available just north of the Front Street Northwest/Northwest Dogwood Street intersection, an approximate 0.15 walk from the project site. All bus service at these stops connects to the Issaquah Transit Center, about 1.5 miles from the site. Bus service within walking distance of the site and at the Issaquah Transit Center is detailed in the table below.

Transit Service Options for 505 Rainier Avenue			
Route	From	To	Weekday Service Frequency
Available at Front Street NW and Dogwood (0.15 mile walk from site)			
KCM 200	Downtown Issaquah	North Issaquah	40 minute headways, 9 AM – 3 PM
KCM 208	Issaquah	North Bend	130 minute headways, 5 AM – 8 PM
KCM 214	Issaquah	Downtown Seattle	25 minute AM headways to Seattle 45 minute PM headways to Issaquah
KCM 271	Issaquah	University District (via Bellevue)	25 minute all day service terminating at Transit Center 60 minute PM headways to University District
Available at Issaquah Transit Center after Transfer*			
ST 554	Issaquah	Downtown Seattle	All day service 15 minute peak; 30 minute off peak headways
ST 555 / 556	Issaquah	Northgate	30 minute headways during AM/PM peaks
KCM 269	Issaquah	Overlake	60 minute AM headways to Issaquah 30 minute PM headways to Overlake
Notes: KCM = King County Metro; ST = Sound Transit * KCM routes 200, 208, 214, and 271 all have stops at the Issaquah Transit Center			

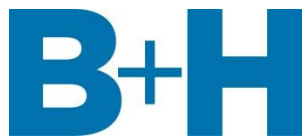
- D. *Provide the City with an analysis of current on-street parking available during office hours within a quarter mile of your project (Please use unimpeded walking routes for measurements. Quarter mile on-street parking locations with pedestrian barriers do not count). If you can show that there are plenty of unused on-street parking that are easily accessible from the project site, that will help your case.*

Applicant Response:

Observations of on-street parking occupancy were conducted on streets within a quarter mile walk of the project site from Monday, November 17, through Friday, November 20, 2015. On each day, occupancy was collected during the following time periods:

- 10 AM to 11 AM – Period during which the majority of office workers will have arrived to work.
- 12 PM to 1 PM – Peak demand period for those visiting Olde Town for lunch.
- 5 PM to 6 PM – Includes early arrivals for Village Theater attendees and dinner customers in Olde Town. The majority of office workers will depart (and vacate parking spaces) before 6 PM.

The collection of existing on-street parking supplies and occupancies was focused on five blocks within the quarter mile walkshed, including three on Rainier Boulevard North and two on Front Street North. All five blocks have raised curbs and allow on-street parking in designated areas. The total number of spaces on



each block (the on-street supply) was determined using the maximum observed vehicle occupancy combined with an estimate of the number of remaining spaces (using an average of 16 feet per space).

Data and findings from the observations are summarized in the table below. A detailed map of the study area showing variation in available on-street parking throughout the week is provided in [Attachment A](#) along with the complete data set.

Parking Availability within a Quarter Mile of Project Site																	
Block		Supply	Available On-Street Parking Spaces														
			10 - 11 AM					12 - 1 PM					5 - 6 PM				
			T	W	TH	F	Avg.	T	W	TH	F	Avg.	T	W	TH	F	Avg.
A	Rainier Blvd N – north walking distance limit to NW Holly St	18	16	16	15	16	15	16	16	15	16	15	16	15	15	15	15
B	Rainier Blvd N – NW Holly St to Project site	16 ¹	4	2	4	5	3	5	3	2	5	3	12	14	12	11	12
C	Rainier Blvd N – Project site to NW Dogwood St	35	22	25	25	23	23	21	23	27	23	23	17	21	17	15	17
D	Front St N– NE Crescent Dr to NW Dogwood St	15	10	12	10	11	10	5	9	9	10	8	6	8	11	7	8
E	Front St North– NW Dogwood Street to south walking distance limit	20	13	10	15	15	13	5	10	8	6	7	5	5	1	0	2
Total		104	65	65	69	70	64	52	61	61	60	56	56	63	56	48	54
Notes: T = Tuesday; W = Wednesday; TH = Thursday; F = Friday; Avg. = four-day average. ¹ Observations performed on Tuesday, November 17, through Friday, November 20, 2015. The calculation of availability on Block "B" excludes the back-in angled parking on the west side of the street, bordering Cybil Madeline Park. These parking spaces are not explicitly reserved for park visitors, but excluding them from the calculation creates an analysis scenario where the project would not directly compete with the Park for on-street parking supplies. Source: Fehr & Peers, 2015.																	

The findings indicate that the peak period for parking demand occurred on Friday from 5 - 6 PM, when 56 of 104 on-street parking spaces were occupied on the study blocks (leaving 48 spaces available). For the study blocks along Rainier Boulevard North, at least 41 on-street spaces were available during all of the three peak time periods. In general, fewer spaces were available along the Front Street North study blocks, but at least seven spaces were available at any given time. These finding suggests that there would be adequate and reliable on-street parking availability to accommodate the proposed project in the event that the adjusted on-site parking provision (12 fewer spaces than required by CBD zoning standards) becomes fully occupied. Additionally, because the availability of on-street parking would be located along the same street as the



proposed project (Rainier Boulevard North), it is unlikely that the project would compete with businesses along Front Street North for the public parking supply in Olde Town.

3. IMC 18.09.060 Subsections D and F:

D. *Required Parking Spaces: The purpose of an Administrative Adjustment for required parking spaces is to provide flexibility to those uses which may be extraordinary, unique or to provide flexibility to a combination of uses which makes the parking spaces appear inappropriate. Approval criteria for the Administrative Adjustment, in addition to the criteria for the Level 2 Review, are as follows:*

1. *Documentation: The applicant shall document that the individual project will require the amount of parking which is different from that required under the required parking standards. Documentation may include the parking requirements and performance of similar uses in other areas, or other related information.*

Applicant Response: Refer to the ASDP Submittal Requirements in 1.A and 1.B for minimum off-street parking requirements in the CBD and the Central Issaquah Plan area (CIDD standards). Refer to Attachment B for a summary of parking requirements similar to the CIDD standards from multiple urbanizing communities in Western Washington.

2. *Function and Use of Site: The applicant shall demonstrate that modifying the amount of required parking spaces will not negatively impact the use or function of the site and/or adjacent sites.*

Applicant Response: Modifying the amount of required spaces will not alter the use of the site or the adjacent sites. It will only allow for more building area, which falls within the allowable height limit and the allowable impermeable site area. Additionally, refer to Attachment B, which suggests that office buildings in multiple Western Washington communities use parking requirement similar to CIDD standards, and Attachment A, which indicates that there is adequate on-street parking nearby on Rainier Boulevard North in the event that the project's off-street becomes fully occupied.

3. *Intent: The applicant shall demonstrate that the adjustment of the standards will be equal to, or superior in, fulfilling the intent and purpose of the original requirements.*

Applicant Response: See the response to 1.C. above. Additionally, refer to Attachment B for a summary of comparable parking requirements to those proposed from multiple urbanizing communities in Western Washington.

4. *Numbers of Employees/Customers: The applicant shall establish:*

- a. *An on-site transportation management program for uses with fifteen (15) or more employees;*
- b. *Valet parking or shuttle service, where appropriate;*
- c. *The applicant shall demonstrate that the number of employees/customers is lower or higher than the established "industry standard" based on comparative information of similar uses in other areas.*

Applicant Response: The on-site transportation management program will be coordinated between the City of Issaquah, the owners, and the tenants at a later date once the tenants and the number of employees/customers have been determined.

5. *Tree Retention: The applicant shall demonstrate that the adjustment allows for the retention of existing significant trees. Significant trees retained through this provision shall be considered protected trees and not able to be removed without replacement.*



Applicant Response: The only significant tree on the property would have been replaced with or without this adjustment request. It will be replaced by seven (7) new trees which line the new through-block pedestrian path at the north edge of the property.

F. *Other Parking Standards: The following approval criteria, in addition to the Level 2 Review criteria, are required in order to permit an Administrative Adjustment of other parking standards:*

1. *Access: The proposal will not create negative impacts to the adjacent properties or rights-of-way, dedicated tracts, or easements;*

Applicant Response: The proposal does not create negative impacts to the adjacent properties or rights-of-way, dedicated tracts, or easements. The proposed access easement for the 1st Avenue Northwest sidewalk improves the right-of-way. The proposed shared driveway easement at Rainier Boulevard North serves to maintain a contiguous sidewalk (minimize the number of curb cuts) by consolidating vehicular access with the neighboring property.

2. *Compatibility: The proposal is compatible with the character, scale and existing uses of the surrounding neighborhood;*

Applicant Response: The proposed three-story office building in the CBD is sited adjacent to two existing office buildings, each two stories tall, and steps back at the third level to be compatible with the surrounding scale. The design complies with the Olde Town Design Standards, and its character is cohesive and complementary with Downtown Issaquah.

3. *Intent: The adjustment of the standards will be equal to, or superior in, fulfilling the intent and purpose of the original requirements;*

Applicant Response: Please see the response to 1.C. above.

4. *Safety: The proposal does not negatively impact any safety features of the project, nor create any hazardous features; and*

Applicant Response: The proposal to adjust the minimum parking requirement does not have a negative safety impact on any aspect of the site design.

5. *Services: The proposal will not create negative impacts to public services, including fire and emergency services.*

Applicant Response: The proposal to adjust the minimum parking requirement does not impede public services, including fire and emergency services.

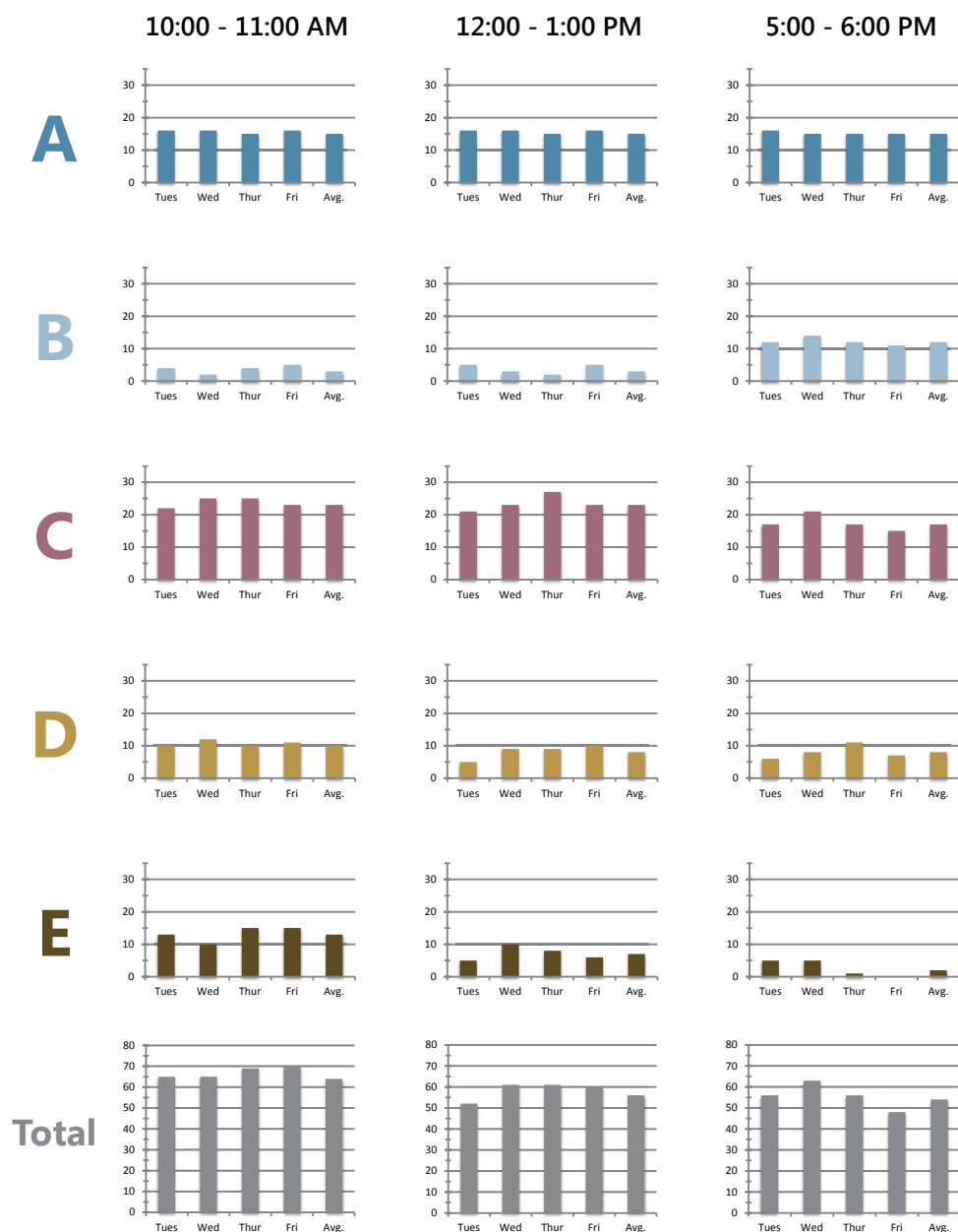
4. **Attachments:**

Attachment A: Observed On-Street Parking Data

Attachment B: Comparable Parking Requirements in Other Cities

Map C: 505 Rainier Blvd N Non-Motorized Facilities

AVAILABLE ON-STREET PARKING SPACES*



* Observations performed on Tuesday, November 17, through Friday, November 20, 2015. The calculation of availability on Block "B" excludes the back-in angled parking on the west side of the street, bordering Cybil Madeline Park. These parking spaces are not explicitly reserved for park visitors, but excluding them from the calculation creates an analysis scenario where the project would not directly compete for with the Park for on-street parking supplies.

Figure A-1

Issaquah On-Street Parking Observations

On-Street Parking Occupancy (Spaces Used)

All on-street parking within a 0.25 mile walking distance of 505 Rainier Blvd N
 Tuesday 11/17/2015, Wednesday 11/18/2015, Thursday 11/19/2015, and Friday 11/20/2015

Map ID	Location	Block Face Start	Block Face End	Side of Road	Inventory (Supply)	10-11 AM Occupancy				12-1 PM Occupancy				5-6 PM Occupancy			
						Tues	Wed	Thur	Fri	Tues	Wed	Thur	Fri	Tues	Wed	Thur	Fri
A	Rainier Blvd N	North Limit	NW Holly St	East West	18 0	2 0	2 0	3 0	2 0	2 0	2 0	3 0	2 0	2 0	3 0	3 0	3 0
B	Rainier Blvd N	NW Holly St	505 Rainier Blvd	East West	16 0	12 0	14 0	12 0	11 0	11 0	13 0	14 0	11 0	4 0	2 0	4 0	5 0
C	Rainier Blvd N	505 Rainier Blvd	NW Dogwood St	East West	24 11	8 5	8 2	5 5	8 4	10 4	9 3	5 3	8 4	14 4	10 4	16 2	12 8
D	Front St N	North Limit	NW Dogwood St	East West	6 9	3 2	1 2	2 3	1 3	4 6	4 2	3 3	1 4	5 4	3 4	1 3	2 6
E	Front St N	NW Dogwood St	South Limit	East West	6 14	1 6	1 9	0 5	1 4	3 12	1 9	0 12	4 10	5 10	4 11	5 14	6 14
Total					104	39	39	35	34	52	43	43	44	48	41	48	56

On-Street Parking Availability (Spaces Free)

All on-street parking within a 0.25 mile walking distance of 505 Rainier Blvd N
 Tuesday 11/17/2015, Wednesday 11/18/2015, Thursday 11/19/2015, and Friday 11/20/2015

Map ID	Location	Block Face Start	Block Face End	Side of Road	Inventory (Supply)	10-11 AM Occupancy				12-1 PM Occupancy				5-6 PM Occupancy			
						Tues	Wed	Thur	Fri	Tues	Wed	Thur	Fri	Tues	Wed	Thur	Fri
A	Rainier Blvd N	North Limit	NW Holly St	East West	18 0	16 0	16 0	15 0	16 0	16 0	16 0	15 0	16 0	16 0	15 0	15 0	15 0
B	Rainier Blvd N	NW Holly St	505 Rainier Blvd	East West	16 0	4 0	2 0	4 0	5 0	5 0	3 0	2 0	5 0	12 0	14 0	12 0	11 0
C	Rainier Blvd N	505 Rainier Blvd	NW Dogwood St	East West	24 11	16 6	16 9	19 6	16 7	14 7	15 8	19 8	16 7	10 7	14 7	8 9	12 3
D	Front St N	North Limit	NW Dogwood St	East West	6 9	3 7	5 7	4 7	5 6	2 3	2 7	3 6	5 5	1 5	3 5	5 6	4 3
E	Front St N	NW Dogwood St	South Limit	East West	6 14	5 8	5 5	6 9	5 10	3 2	5 5	6 2	2 4	1 4	2 3	1 0	0 0
Total					104	65	65	69	70	52	61	61	60	56	63	56	48

Comparable Office Parking Requirements in Western Washington State

City	City Pop. ¹	Neighborhood	Business and Professional Offices Off-Street Parking Requirement	Applied to 505 Rainier proposal Office (9,200 s.f. NFA; 9,750 s.f. GFA)	Notes
Issaquah	34,056	Central Issaquah	2/1000 s.f. NFA	18	Required total is 17 parking stalls after application of electric vehicle stall provision policy (one stall reduction).
		Rest of City (including CBD/Olde Town)	1/300 s.f. GFA	33	Requirement is 27 stalls with CBD Zoning reduction (15% reduction at sites within the CBD and electric vehicle stall provision (one stall reduction).
Auburn	76,347	Citywide	2/1000 s.f. GFA ² A reduction of 25 of required parking spaces is allowable for sites located within a 1/4 mile (walking distance) of a public transit stop. ³	15 - 19	Requirement is 15 stalls with transit access reduction (25% reduction at sites within a quarter mile of transit).
Covington	19,134	Downtown (see map)	2/1000 s.f. GFA ⁴	19	
Edmonds	40,896	Downtown Business Area (see map)	1/500 s.f. GFA ⁵	19	
		Rest of City	Business and professional offices with on-site customer service: 1/400 s.f. GFA Offices not providing on-site customer service: 1/800 s.f. GFA ⁶	12 - 24	Requirement is 18 stalls if GFA is 50/50 mix of offices with on-site customer service and offices not providing on-site service.
Renton	98,404	Center Downtown Zone (see map)	Minimum: none Maximum: 1/1000 s.f. NFA ⁷	0 - 9	
		Rest of City	2/1000 s.f. NFA ⁷	18	

Notes:

¹ "Population Estimates". United States Census Bureau (2014).

² Auburn Municipal Code 18.52.020

³ Auburn Municipal Code 18.52.030

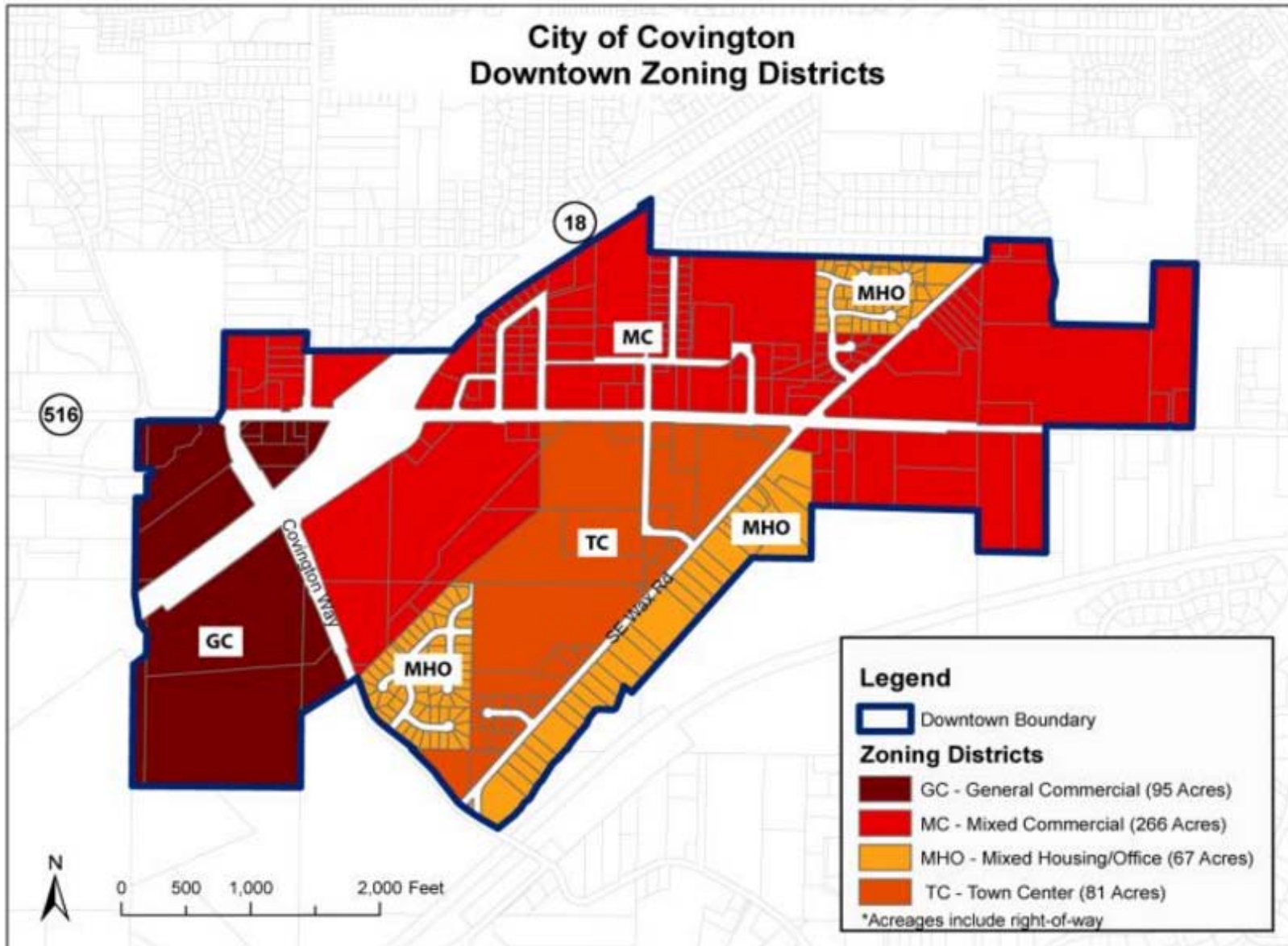
⁴ Covington Municipal Code 18.31.110(4)

⁵ Edmonds City Code and Community Development Code 17.50.010(C)(1)

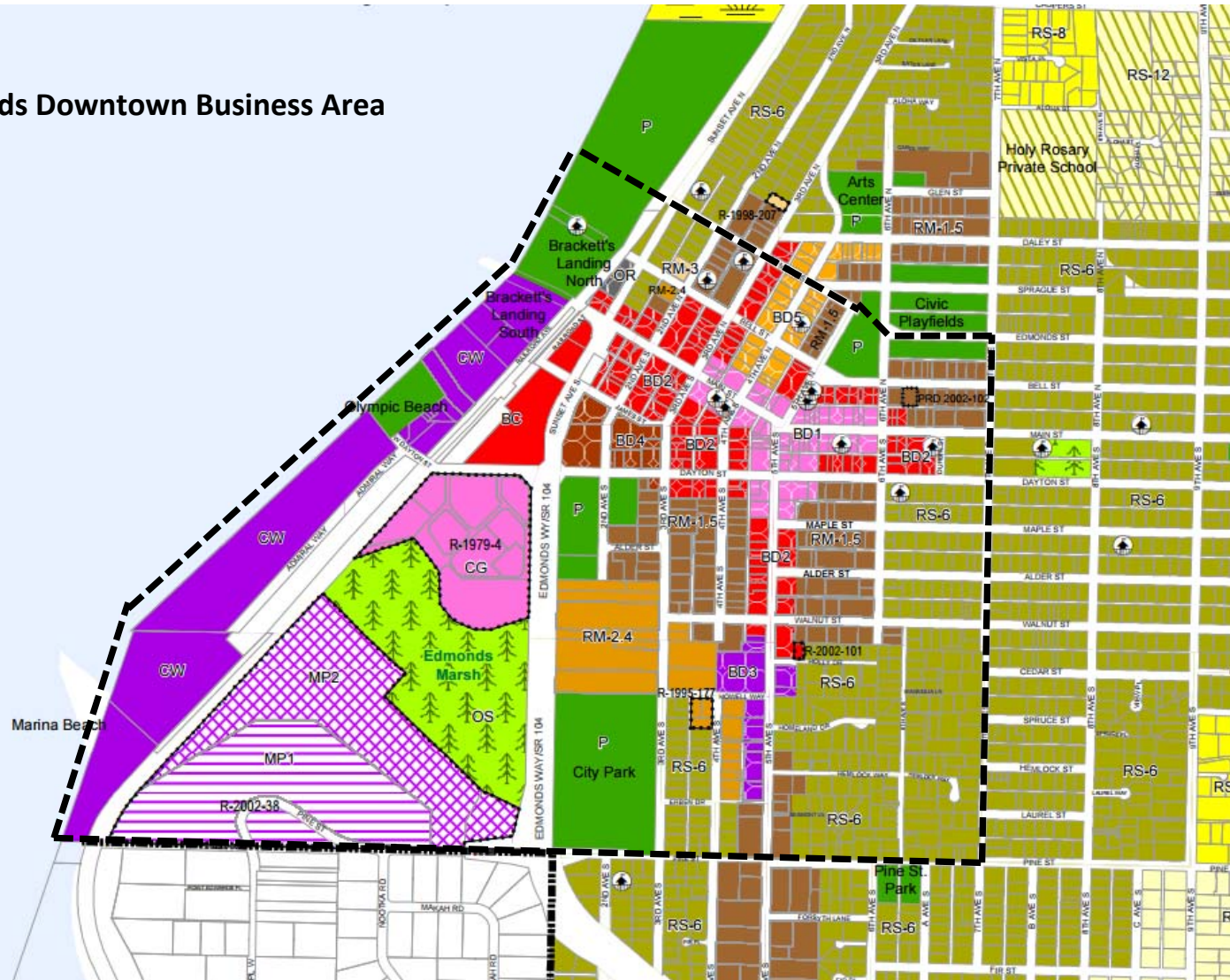
⁶ Edmonds City Code and Community Development Code 17.50.020(B)(5) and (6)

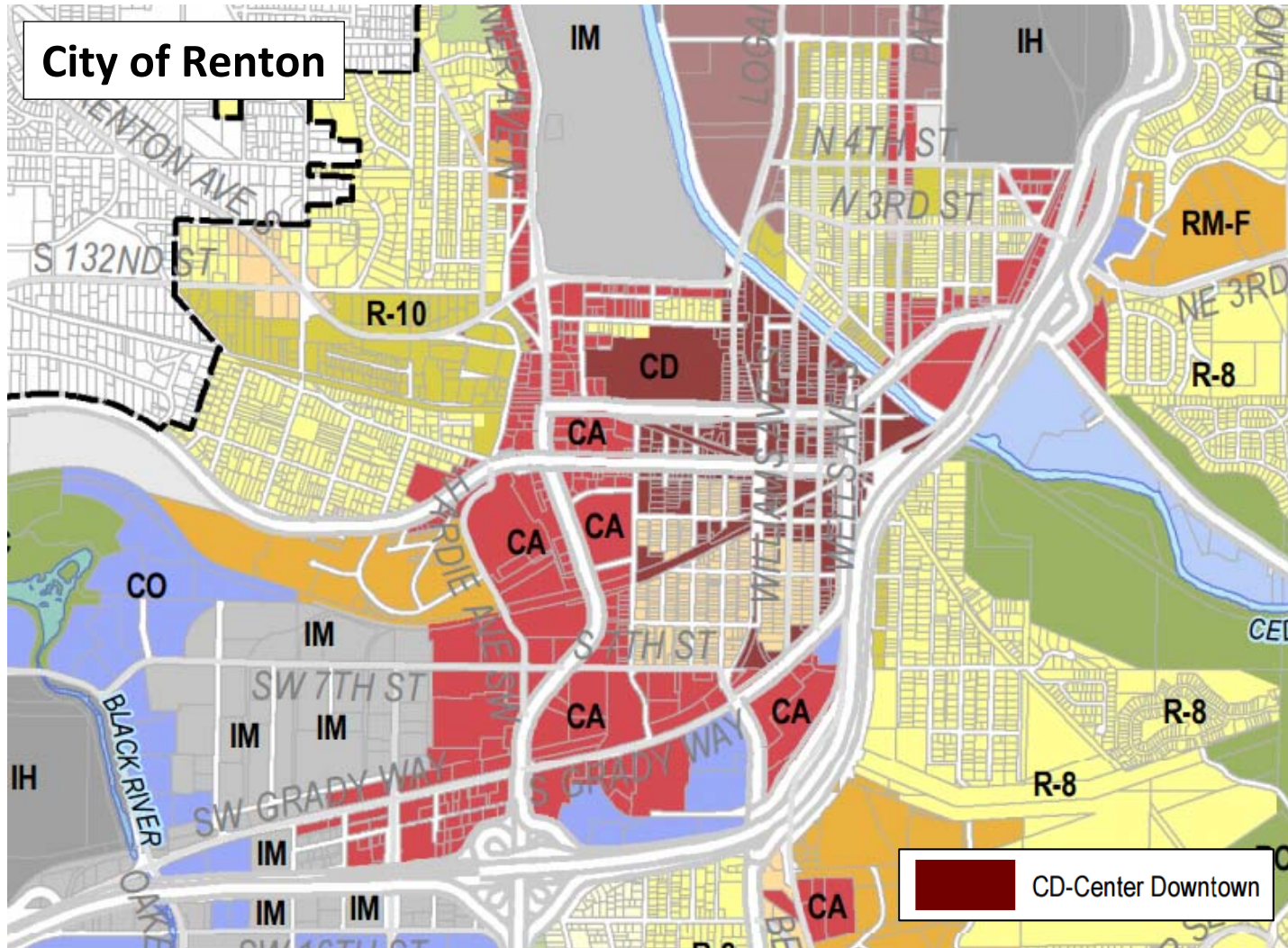
⁷ Renton Municipal Code 4-4-080(F)(10)(d)

Source: Fehr & Peers, November 2015.



Edmonds Downtown Business Area





Renton Municipal Code 4-4-080(F)(10)(d) Parking Spaces Required Based on Land Use

USE	NUMBER OF REQUIRED SPACES
COMMERCIAL ACTIVITIES OUTSIDE OF THE CENTER DOWNTOWN ZONE AND EXCEPT SHOPPING CENTERS:	
Offices, general:	A minimum of 2.0 per 1,000 square feet of net floor area and a maximum of 4.5 parking spaces per 1,000 square feet of net floor area.
COMMERCIAL ACTIVITIES WITHIN THE CENTER DOWNTOWN ZONE:	
Convalescent center, drive-through retail, drive-through service, hotels, mortuaries, indoor sports arenas, auditoriums, movie theaters, entertainment clubs, bowling alleys, dance halls, dance clubs, and other recreational uses:	These uses follow the standards applied outside the Center Downtown Zone.
All commercial uses allowed in the CD Zone except for the uses listed above:	A maximum of 1 space per 1,000 square feet of net floor area, with no minimum requirement.

Edmonds Municipal Code 17.50.010 Off-Street Parking Required

C) The Downtown Business Area – All new buildings or additions in the downtown business area shall provide parking at a flat rate of one parking stall for every 500 sq. ft. of gross floor area of building. If it is a mixed use building, the portions of the building used exclusively for residential uses shall only be required to provide parking at one stall per dwelling unit. For purposes of this chapter, “residential uses” shall refer to lobbies, stairwells, elevators, storage areas and other similar features.

Edmonds Municipal Code 17.50.020(B) Parking Space Requirements for Business

Requirements outside the Downtown Business Area

- Business and professional offices with on-site customer service: one space per 400 square feet;
- Offices not providing on-site customer service: one space per 800 square feet;

Auburn Municipal Code 18.52.020 Number of off-street parking spaces required

Table 18.52.020 **Off-Street Parking Requirements by Land Use**

Land Use Type	Unit of Measure	Required Parking Rate (spaces per unit of measure)
Business and professional offices	1,000 s.f. of gross floor area	2.00
Medical, dental, and other doctor's offices	1,000 s.f. of gross floor area	5.00

Auburn Municipal Code 18.52.030 Reductions of the quantity of required parking

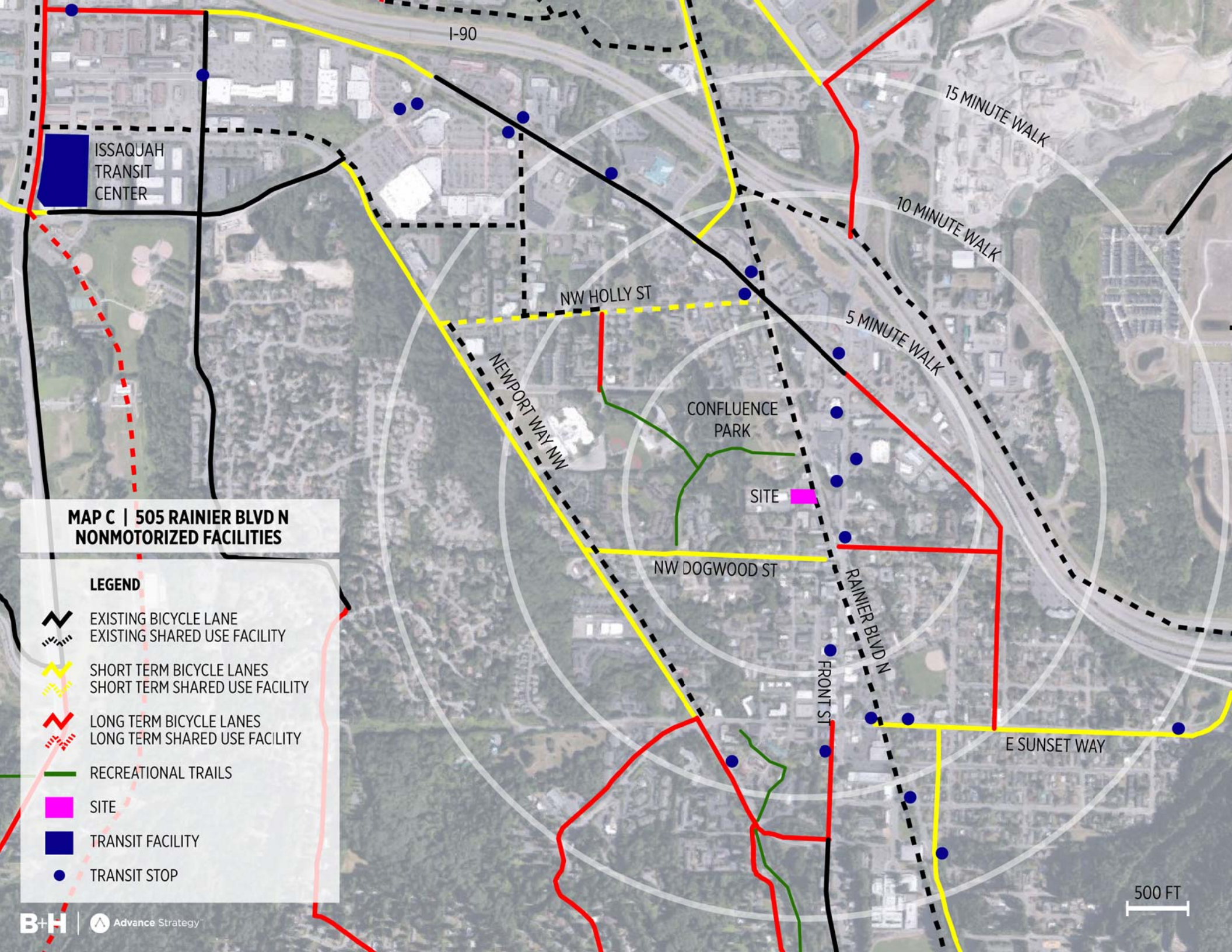
Table 18.52.030 **Parking Quantity Reductions**

4 Transit Access – A reduction in the total number of required parking spaces may be reduced by 25 percent for sites located within a 1/4 mile (walking distance) of a public transit stop. A public transit stop includes but is not limited to a bus stop, commuter train stop, or park and ride lot. Applicants requesting this reduction must provide a map identifying the site and transit service schedules for all transit routes within 1/4 mile of the site.

Covington Municipal Code 18.31 Downtown Development and Design Standards 18.31.110 Parking, access and circulation standards

(4) Minimum Parking Requirements Table

Land Use	Minimum Parking Spaces Required
Professional office	2 per 1,000 square feet (GFA)



ISSAQUAH
TRANSIT
CENTER

I-90

15 MINUTE WALK

10 MINUTE WALK

5 MINUTE WALK

NW HOLLY ST

NEWPORT WAY NW

CONFLUENCE
PARK

SITE

NW DOGWOOD ST

RAINIER BLVD N

FRONT ST

E SUNSET WAY

**MAP C | 505 RAINIER BLVD N
NONMOTORIZED FACILITIES**

LEGEND

- EXISTING BICYCLE LANE
- EXISTING SHARED USE FACILITY
- SHORT TERM BICYCLE LANES
- SHORT TERM SHARED USE FACILITY
- LONG TERM BICYCLE LANES
- LONG TERM SHARED USE FACILITY
- RECREATIONAL TRAILS
- SITE
- TRANSIT FACILITY
- TRANSIT STOP

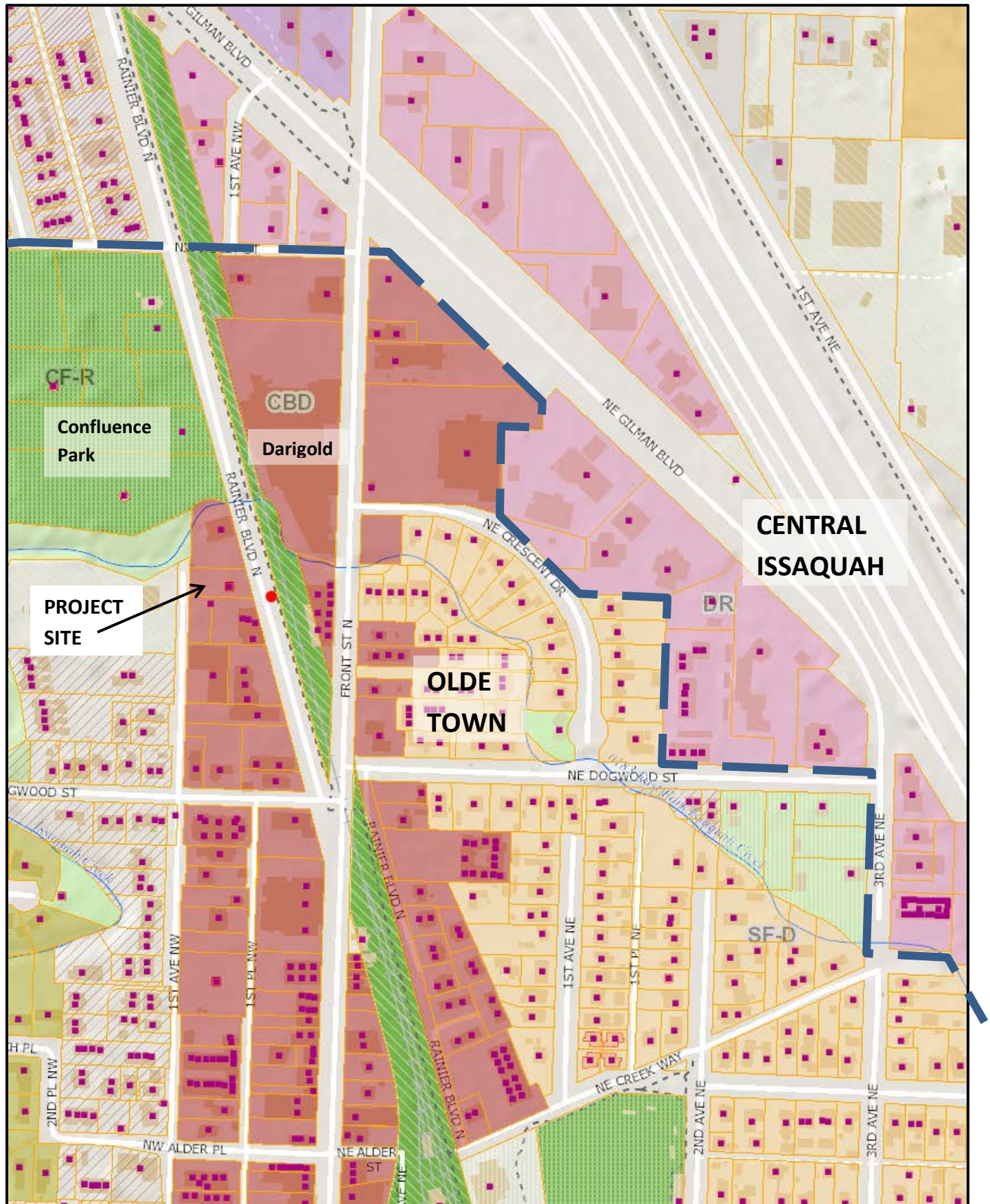
500 FT

ATTACHMENT B, AAS15-00010

VICINITY MAP

505 RAINIER OFFICE BUILDING ADMINISTRATIVE ADJUSTMENT OF PARKING STANDARDS

Address: 505 Rainier Blvd. North



ATTACHMENT C, AAS15-00010

Public Comments

From: [Amy Tarce](#)
To: ["Bill Taylor"](#)
Cc: ["William S Small - Highland Capital Advisors LLC"](#); ["Richard C Wyman - Highland Capital Advisors"](#); ["Tom Sessions"](#); ["James R Merrill"](#); [Christopher Wright](#); [Lucy Sloman](#); [Bryan Croeni](#); ["Sarah Haase"](#)
Subject: RE: Public comment - file no. AAS15-0005
Date: Tuesday, January 19, 2016 6:19:01 PM

Bill,

Thank you for submitting your comments for AAS15-0005. I will forward this to the Applicant, as well as our traffic engineer, for their consideration.

I would like to clarify that this is not an application for a variance. This is an administrative review for adjusting the parking standards, which is provided in the Land Use Code as an alternative to a variance, which goes to the Hearing Examiner for a decision. The decision maker for this AAS is the Planning Director.

The Administrative Adjustment of Parking Standards is for the reduction in the amount of parking for the proposed office building. We have data from previous Parking Utilization Study In Downtown Issaquah (September 2012) that demonstrated that the on-street parking utilization rate for this section of Rainier Blvd. North is at the most, 50% (during weekdays, noon and 3 p.m.) and less than 50% at other times. On weekends, the utilization rate drops dramatically to 15% or less except at 7 p.m., when the Village Theater and restaurant patrons are downtown and the utilization rate goes up to 77%. Since that study, the City has added more on-street parking along Rainier Blvd. as part of the capital improvement project. This is why we were comfortable in allowing the Applicant to apply for the AAS. In addition to our data, we required the Applicant to provide their own parking survey, which they did as part of the application. While we were satisfied with their parking analysis, we are acknowledging that there may be other information from the community that would challenge their findings; hence, we provided the community the opportunity to comment on this AAS application.

Your concern that there will be a significant increase in volume of traffic on the shared driveway will in fact be mitigated by their proposal to reduce the number of parking spaces. The reduced parking spaces will either limit the types of tenants that will be interested in renting in this building or the tenants will opt for alternative modes of transportation such as bikes to access the site. In either case, this mitigates the increase in volume of traffic accessing the site and addresses your concern.

Regarding the location of the building at the southern property line, as well as the safety issues you raise for the existing access, these concerns are not related to the reduction in parking spaces. However, these are traffic and site access concerns that we will review during the Administrative Site Development Permit. You can submit your concerns as part of the Administrative Site Development Permit review. Should you decide to do that, please provide us with adequate background data to support your assessment that there is a safety issue with the sight distance and public safety at the existing driveway. We have not heard of any traffic accidents at this location so it is hard for us to make a determination of that any mitigation is required without solid data. In order to identify the appropriate mitigation to address the site access safety issue, we are requesting clarification on whether the issue is the design of the driveway, the location of the proposed building or something unique to the current parking users on your site (since this site is vacant at this point and is not contributing to the safety issues you are currently having). Since this shared driveway was part of

the agreement between the two properties, any mitigation to fix the safety issues on your property will affect this property and vice versa.

Other things to consider regarding your concerns:

Location of building at the property line: The Land Use Code provides that properties in the CBD, including this site, can locate their structures up to the property line. The front and side setback requirements in the CBD is zero per the IMC District Standards, Table 18.07.360. However,

Regarding the impacts of new trips on the shared driveway for the two properties: We have no role in the agreement between the two property owners to share a driveway. The agreement implies that the property owners are both aware of the zoning standards for the properties, which would have allowed the vacant lot to be developed in the future, and hence, will add vehicle trips accessing this driveway.

Thank you again for taking the time to provide us with your comments.

Amy Tarce, AICP, Assoc. AIA

Senior Planner

City of Issaquah

425.837.3097 direct

From: Bill Taylor [mailto:btaylor@teccivil.com]

Sent: Tuesday, January 19, 2016 12:33 PM

To: Amy Tarce

Cc: 'William S Small - Highland Capital Advisors LLC'; 'Richard C Wyman - Highland Capital Advisors'; 'Tom Sessions'; 'James R Merrill'

Subject: Public comment - file no. AAS15-0005

See attached.

Bill Taylor

TEC, Inc.

425-391-1415

From: [Bill Taylor](#)
To: [Amy Tarce](#)
Cc: ["William S Small - Highland Capital Advisors LLC"](#); ["Richard C Wyman - Highland Capital Advisors"](#); ["Tom Sessions"](#); ["James R Merrill"](#); [Christopher Wright](#); [Lucy Sloman](#); ["Bryan Croeni"](#); ["Sarah Haase"](#)
Subject: RE: Public comment - file no. AAS15-0005
Date: Monday, January 25, 2016 8:06:47 AM

Hi Amy,

Thank you for your thorough and thoughtful response. We are happy to learn that studies indicate that there is some capacity in the Rainier Blvd curbside parking. However, we are concerned that general parking conditions in the neighborhood and general parking studies may not apply well to this specific situation. While the proposed building has some storefront retail space that would be likely to be accessed from street parking, it has a much larger portion that is presumably going to be office space – and that the tenants and customers for the office space will prefer off-street parking. Likely, the developer's parking study will address these project-specific issues. Would it be possible for you to provide us a copy of that document?

You are correct that we (485 Rainier Blvd N property owners) are more concerned about the impacts on our property, parking, access, function, and safety – which is not relevant to City's review of the parking adjustment. We hope to work with the developers of the 505 property to ensure that these impacts are minimized, and we understand that the time to engage the City in this effort is through the ASDP process. Thanks you for clarifying that opportunity.

You close by saying, *"The agreement implies that the property owners are both aware of the zoning standards for the properties, ..."* This is our point – the original agreement was negotiated with a previous property owner, in the context of a different building design and layout, and based on the then (and now) current parking standards. The likelihood of significant impacts to our property resulting from approval of the proposed adjustment is a real concern to us.

Best Regards,

Bill Taylor
TEC, Inc.
425-391-1415

From: Amy Tarce [mailto:AmyT@issaquahwa.gov]
Sent: Tuesday, January 19, 2016 6:19 PM
To: 'Bill Taylor' <btaylor@teccivil.com>
Cc: 'William S Small - Highland Capital Advisors LLC' <bsmall@hcportfolios.com>; 'Richard C Wyman - Highland Capital Advisors' <rwyman@hcportfolios.com>; 'Tom Sessions' <tom.sessions.b7tw@statefarm.com>; 'James R Merrill' <jim@merrilldesign.net>; Christopher Wright <ChrisW@issaquahwa.gov>; Lucy Sloman <LucyS@issaquahwa.gov>; Bryan Croeni <Bryan.Croeni@bharchitects.com>; 'Sarah Haase' <Sarah.Haase@bharchitects.com>
Subject: RE: Public comment - file no. AAS15-0005

Bill,

Thank you for submitting your comments for AAS15-0005. I will forward this to the Applicant, as well as our traffic engineer, for their consideration.

I would like to clarify that this is not an application for a variance. This is an administrative review for adjusting the parking standards, which is provided in the Land Use Code as an alternative to a variance, which goes to the Hearing Examiner for a decision. The decision maker for this AAS is the Planning Director.

The Administrative Adjustment of Parking Standards is for the reduction in the amount of parking for the proposed office building. We have data from previous Parking Utilization Study In Downtown Issaquah (September 2012) that demonstrated that the on-street parking utilization rate for this section of Rainier Blvd. North is at the most, 50% (during weekdays, noon and 3 p.m.) and less than 50% at other times. On weekends, the utilization rate drops dramatically to 15% or less except at 7 p.m., when the Village Theater and restaurant patrons are downtown and the utilization rate goes up to 77%. Since that study, the City has added more on-street parking along Rainier Blvd. as part of the capital improvement project. This is why we were comfortable in allowing the Applicant to apply for the AAS. In addition to our data, we required the Applicant to provide their own parking survey, which they did as part of the application. While we were satisfied with their parking analysis, we are acknowledging that there may be other information from the community that would challenge their findings; hence, we provided the community the opportunity to comment on this AAS application.

Your concern that there will be a significant increase in volume of traffic on the shared driveway will in fact be mitigated by their proposal to reduce the number of parking spaces. The reduced parking spaces will either limit the types of tenants that will be interested in renting in this building or the tenants will opt for alternative modes of transportation such as bikes to access the site. In either case, this mitigates the increase in volume of traffic accessing the site and addresses your concern.

Regarding the location of the building at the southern property line, as well as the safety issues you raise for the existing access, these concerns are not related to the reduction in parking spaces. However, these are traffic and site access concerns that we will review during the Administrative Site Development Permit. You can submit your concerns as part of the Administrative Site Development Permit review. Should you decide to do that, please provide us with adequate background data to support your assessment that there is a safety issue with the sight distance and public safety at the existing driveway. We have not heard of any traffic accidents at this location so it is hard for us to make a determination of that any mitigation is required without solid data. In order to identify the appropriate mitigation to address the site access safety issue, we are requesting clarification on whether the issue is the design of the driveway, the location of the proposed building or something unique to the current parking users on your site (since this site is vacant at this point and is not contributing to the safety issues you are currently having). Since this shared driveway was part of the agreement between the two properties, any mitigation to fix the safety issues on your property will affect this property and vice versa.

Other things to consider regarding your concerns:

Location of building at the property line: The Land Use Code provides that properties in the CBD, including this site, can locate their structures up to the property line. The front and side setback requirements in the CBD is zero per the IMC District Standards, Table 18.07.360. However,

Regarding the impacts of new trips on the shared driveway for the two properties: We have no role in the agreement between the two property owners to share a driveway. The agreement implies that the property owners are both aware of the zoning standards for the properties, which would have allowed the vacant lot to be developed in the future, and hence, will add vehicle trips accessing this driveway.

Thank you again for taking the time to provide us with your comments.

Amy Tarce, AICP, Assoc. AIA
Senior Planner
City of Issaquah
425.837.3097 direct

From: Bill Taylor [<mailto:btaylor@teccivil.com>]
Sent: Tuesday, January 19, 2016 12:33 PM
To: Amy Tarce
Cc: 'William S Small - Highland Capital Advisors LLC'; 'Richard C Wyman - Highland Capital Advisors'; 'Tom Sessions'; 'James R Merrill'
Subject: Public comment - file no. AAS15-0005

See attached.

Bill Taylor
TEC, Inc.
425-391-1415

January 20, 2016

RECEIVED

JAN 20 2016

City of Issaquah

I, Phil Breuser, owner at 491 1st Ave NW,
and in receipt of "Notice of Application"
project Name: SOS Rainier Office Parking,
object strongly to tree removal which may
take place associated with this proposed
project. There are two large cottonwood trees,
in, or associated with, property to be impacted
by proposal. It would be a big loss to ~~the~~ the
immediate environment by removal of these
trees. The location most affected would be
the office building immediately to the north,
which would see ambient summer temperature
increase by several degrees, and subsequent
dollar loss by increased air conditioning costs.

Respect fully,

Phillip D. Breuser

Phillip D. Breuser

491 1st Ave NW, Issaquah, ~~WA~~ WA 98027